

Today's Advertisements.

NOTICE.

\$45,000 to lend upon First
Class Mortgage Security in
large or small Amounts.

Apply—
J. J. FRANCIS,
4, Des Vieux Road,
Hongkong, 11th May, 1901. [511c]

COMMERCIAL UNION ASSURANCE
COMPANY, LIMITED.

ASSETS EXCEED \$50,000,000

IN Accordance with Instructions received
from the Head Office of this Company, a
Branch of the

ACCIDENT DEPARTMENT
has been opened in Hongkong. Policies can now
be obtained for FIRE, MARINE, TYPHOON,
and ACCIDENT INSURANCE and FIDELITY
GUARANTEE.

W. H. T. DAVIS,
Local Manager.
10, Des Vieux Road, Central,
Hongkong, 23rd May, 1901. [549c]

TO LET.

FIRST and SECOND FLOORS of Nos. 1
and 3, WA IN FONG, Bathroom and
Gas suitable for married couple.
Apply to

C. E. WARREN,
25, Aberdeen Street,
Hongkong, 23rd May, 1901. [557c]

C. E. WARREN,
BUILDING CONTRACTOR,
No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED
and FIXED. DRAINS, TRAPS,
WASTE PIPES, &c., CLEANSED and RE-
PAIRED. Sanitary Board Notices receive
prompt attention. Agent for MOSAIC TILES.
Apply on Application. [558c]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"
Captain Rofie, will be despatched as above
on SATURDAY, the 25th instant, at Noon.
This Steamer has Superior Accommodation
for First class Passengers, is fitted throughout
with Electric Light and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 23rd May, 1901. [558c]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ESMERALDA,"
Captain J. McGintz, will be despatched as
above on MONDAY, the 27th instant, at 5 P.M.
This Steamer has Superior Accommodation
for Passengers and is fitted with the Electric
Light.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 23rd May, 1901. [560c]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR FOCHOW VIA SWATOW AND
AMOI.

THE Company's Steamship

"ANPING MARU,"
Captain S. Atsumi, will be despatched for the
above Port, on WEDNESDAY, the 31st June,
at Daylight.
For Freight or Passage, apply to
THE MITSUBI BUSSAN KAISHA,
Agents.
Hongkong, 23rd May, 1901. [521c]

PORTLAND AND ASIATIC STEAMSHIP
COMPANY.

Agents for and in connection with
THE OREGON RAILROAD AND
NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
"KNIGHT COMPANION,"
between
HONGKONG and PORTLAND (OR.)
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

THE Steamship

"INDRAVELLI,"
will be despatched for PORTLAND (OR.)
on MONDAY, the 10th June.
Through Bills of Lading issued to Pacific
Coast Ports and all Eastern, Canadian and
United States Ports.

For through Rates of Freight and further
Information communicate with, or apply to
ALLAN CAMERON,
General Agent,
or to
SHEWAN, TOMES & CO.,
Hongkong, 23rd May, 1901. [559c]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND
SINGAPORE.

THE Steamship

"ARRATON APCAR,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.
Cargo impeding the discharge will be landed
at once.

Cargo remaining on board after the 25th
instant, at 2 P.M., will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside;
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 23rd May, 1901. [556c]

Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"
Captain Robson, will be despatched for the
above Port, TO-MORROW, the 24th instant,
at Noon.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 23rd May, 1901. [561c]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOI AND FOCHOW.

THE Company's Steamship

"HAITAN,"
Captain Roach, will be despatched for the
above Ports, on SUNDAY, the 26th instant,
at Daylight.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 23rd May, 1901. [562c]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road Central,
(R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eyes—the many years of
'Eye Strain' ending in serious forms of disease.
Glasses specially adapted in youth to those
requiring them save and preserve the sight.

Constantly recurring headaches, spells of
dizziness when reading, weak eyes, the letters
running together, any of these symptoms indicate
a deficiency in the form of the eye requiring
Glasses only to correct and cure.
Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.
ADVICE FREE. [1453b]

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF

AERATED WATERS

IN THE FAR EAST.

OUR NEW FACTORY, facing

the sea at the PRATA RECLAMATION,

is constructed with every attention

to the best principles that sanitary

science can suggest.

A perfect System of Filtration is

employed guaranteeing Absolute pur-

ity.

The Machinery used is of the Latest

Type.

A STAFF OF ENGLISH EXPERTS

attends to every detail of the Manu-

facture.

The Waters produced are of the

highest class and excellence; as testi-

fied to by the best English makers.

A. S. WATSON & CO. LIMITED,

THE HONGKONG DISPENSARY.

Hongkong.

The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 23, 1901.

NOTES AND COMMENTS.

How curiously the machinery of our Govern-

ment works! An Ordinance was passed in

1894 to protect the property in telegrams.

It was to come into operation on a date to

be thereafter fixed by Proclamation. That

proclamation only appeared in last Satur-

day's *Gazette*, nevertheless the ordinance

has been looked on as in force ever since

its first publication in 1894 and a respect-

able member of the community was prose-

cuted at the Criminal Sessions in 1898 for

an offence against the provisions of sections

of the ordinance without the Governor,

the Colonial Secretary, the Attorney Gen-

eral, the Chief Justice, or any one con-

cerned taking any notice of the fact that

no Proclamation had been issued and

that the Ordinance was not law at all. Now

at last the blunder is discovered in the

course of the preparation of a new edition

of the laws of the colony, and by the over-

worked Chief Justice. It seems to us that

Mr. ROBINSON whose prosecution was under

any circumstances an executive blunder,
ought to be liberally compensated by the
Government for the costs and expenses he
was put to and for all the trouble and
annoyance caused him, by proceedings which
were wholly unwarranted by any law.

The Plague.

The plague is spreading among the Eu-
ropean population of the colony and is mak-
ing its appearance in almost every part of
the city. Why? Because no supervision is
exercised by any one, official or private, over
Chinese servants and over the servant's
quarters in private houses or in the immen-
surable office buildings which are entirely at
their disposal from the close of business one
evening to the opening of the offices the
following day. At the best of times our
Chinese domestics are quite fond enough of
utilizing our houses for the accommodation
of their friends who are out of luck, and in
need of a shelter for a few days. When the
plague is about where can a man who
wants to avoid observation and detection
be more out of the way and safer than in
the coolie quarters of some European house
at the Peak or in the Club, or stowed away
in some of the larger blocks of offices? No
policeman has any right to enter without a
special warrant nor can any Sanitary officer
make an inspection except in the daytime and
after giving notice. The modern arrange-
ment of offices, many firms occupying cham-
bers in one block, with no person in respon-
sible charge of the building as a whole, fa-
cilitates the hospitable views of the Chinese. It is not so many
years ago since a Chinese office boy was
found dead on his master's writing desk. The
owners of private houses ought to make it
their rule to visit the boys room and the
coolie quarters at night frequently and at
irregular hours, with a horse whip. One or
two visits and the expulsion of any strangers
found on the premises would accomplish
marvels in a very short time. As to such
blocks of buildings as the new Queen's
Buildings and all other houses mainly
occupied as offices, they should be open to
the police and to the Sanitary Inspectors,
who should have full authority to enter at
all times of the day or night and clear out
all persons who were not among the autho-
rised residents, and the police should be
furnished with a list of the servants and
others who might lawfully be on the premises.
All this of course involves a little trouble,
as we are most of us here in the habit of
devoting all that class of work on our com-
pradore or head boys. But if we want to get
rid of the plague, (and who does not), then
some trouble must be taken, and a careful
supervision of the servant's quarters of private
houses and of the larger blocks of office build-
ings would go far to check the spread of the
plague or to confine its ravages to Chinese
habitations alone. If something is not done
now at once to limit its extension it will be
more widely spread next year.

Municipal Reform.

With regard to the correspondence and
suggestions now going on in the local press,
it seems to us that the most valuable im-
provement which could be effected in this
Colony, which ought to be done, and could
be very easily managed but for the interested
opposition of a small but powerful minority,
would be the reservation of an European
quarter, where houses might be erected for
occupation by Europeans only. At the present
time, though a householder may have Eu-
ropeans on either side of his house, he cannot
be sure how long this may continue; it is
only a question of a Chinaman offering a
larger rent, and there are many Europeans
living in houses which are not only shut in
by Chinese on either side, but even have
part of the same residence occupied by
them.

It is quite evident that this is a most
insanitary and undesirable state of things,
insanitary because the Chinese houses are
always crowded and the greater number of
them dirty, and undesirable because Eu-
ropeans and Asiatics never have and never
will mix together, except, perhaps, amongst
the highest and lowest classes, and even then,
amongst the upper classes, any racial pre-
judice and customs will run strong. Nor is
there any necessity for the herding together
of Europeans and Chinese in this Colony. Na-
tives and English are not crowded together
higgledy-piggledy in the great Indian cities,
nor would it be dreamt of there. It is all very
well for Government officials to laud the Chi-
nese for their own special purposes, and say
that Chinese subjects are as good as Eu-
ropean subjects. They are not, not yet at
any rate. Whatever improvements and
changes for the better have taken place in
this Colony have been done by or at the sug-
gestion of Europeans; the Chinese have done
nothing but stand as much as possible in
the way of reform and improvement. Some
of the educated and intelligent Chinese have
no doubt talked about improvement and sani-
tation, but it has been confined to talking,
and what they have effected towards any real
improvement of any conditions in the Colony
has been of as much value as the writings of
Confucius have been to the Chinese scholars.
(? valuable, no doubt, if applied, but otherwise
useless to the average man as having the
Navy List off by heart.)

We believe, as our correspondent says in
the letter we published last night, that there
will be no reform whatever until some well-
known local man, with plenty of influence,
we need not particularize, but there are one
or two is induced to take the lead in Muni-
cipal Reform. As to the question we have
fought upon, European Reservation, it is
useless to expect Government officials, well-
housed and away from contact with the Chi-
nese, to care about the rest of the community.
They probably think it would lead to trouble
with the Chinese, that they would dislike the
separation of the two races, and the distinc-
tion drawn between them. Well, let them.
They have done nothing whatever to earn any
particular respect from Europeans. But the
officials would not like any trouble or dis-
satisfaction of that description. It would not
look well at the English Foreign Office, where
they don't like being bothered with little wor-
ries like Hongkong. It is so much better to go

along quietly and comfortably and let the
Chinese have pretty well their own way,
and consider their customs and feelings.
Besides the officials then get the credit at
home of having managed affairs in the Colony
in a wonderful manner, never coming into
collision with the natives, and causing the
Home Government no anxiety or bother
whatever. No! we must wait for someone
outside officialdom for reforms.

REUTER'S TELEGRAMS.

THE BOER INVASION OF CAPE COLONY.

LONDON, May 21st.

The new Boer invaders of Cape Colony
are officially estimated at 800. They are
establishing a base to the south of Venterstad.

THE BOER PRISONERS.

The Boer prisoners have now reached a
total of 18,398.

COUNT VON WALDERSEE.

It is persistently reported that Count von
Waldersee will leave China in the middle of
June. He will visit Japan on his way home,
and be the guest of the Emperor during his
stay there.

LATER.

THE CHINESE INDEMNITY.

Lord Lansdowne has suggested to the
Powers, a plan whereby China is to pay the
indemnity by bonds representing each
Power's share, certain revenues to be ear-
marked for payment, and the bonds to be
payable by a special board, which will dis-
tribute to the Powers. In case of default
by China, all the Powers to be collectively
affected.

WEATHER REPORT.

The Observatory report says:—

On the 23rd at 12.10 p.m. the barometer has
fallen on the E. coast of China. Pressure is
highest between the E. coast of China and W.
Japan, and gradients are gentle with light
variable winds in S. China and the N. part of
the China Sea. Forecast:—Variable winds, light
showery.

LOCAL AND GENERAL.

TO-MORROW, Friday, being a public holiday,
there will be no issue of the *Hongkong Telegraph*.

THE French mail of the 22nd April was de-
livered in London on the 21st inst.

A GOOD shorthand reporter is wanted, vide
advertisement, appearing elsewhere.

PARCEL Mail for Europe, etc., per s.s. *Bengal*,
will close at 3 p.m. to-morrow, the 24th instant.

TO-MORROW, the 24th inst., the Money Order
Office will be entirely closed, but the General
Office and the Registration branch will be
opened as usual.

A RECENT "domestic occurrence" in a Burma
paper announces the birth of a daughter to Mr.
Farewell, of the Burma Railways. "Welcome"
would be a nice name for the young lady.

We shall be obliged if any subscriber on
receiving his paper late or irregularly will
write on the Wrapper of the paper the Time of
delivery, etc., and forward the Wrapper to the
Manager, *Hongkong Telegraph Co., Ltd.*, 50
Queen's Road Central. The wrapper will
enable us to check the delivery copies.

It is stated that a resolution complimenting
General Funston for the capture of Aguinaldo
was voted down by the Texas Legislature; the
result of the roll call standing 68 votes to 36
aye, because, as one member expressed it,
"God Almighty and all honest men hate a
traitor, and Funston captured Aguinaldo by
perjury, deceit, and fraud."

At the sale of the Clarkson collection of coins
at Sotheby's recently, a George I. proof of the
Irish farthing, in silver, date 1723, described
as "fine and extremely rare in this metal" was
sold for £3 10s., and £6 17s. 6d. was given
for a pattern Irish half penny and farthing of
the year 1722. Other prices realized were:
Five-guinea gold piece of Anne, 1709, £9 5s.;
pattern guinea of Anne, 1702 (by Croker), £22;
five-guinea piece of George I., 1716, £10 5s.;
pattern guinea of George I., 1727, £12; proof
five-guinea piece of George II., 1731, £24;
pattern two-guinea piece of same reign, 1733,
£12 12s.; proof guinea of same reign, 1739,
£8 10s.

It is whispered that we are to have first and
second class rickshas soon, so that the Eu-
ropean need not patronize a vehicle which has
very probably been but lately vacated by some
dirty coolie. At all events there was a grand
parade of specimen types of this much used
vehicle at the Police Compound this morning,
and the officials concerned were making a very
thorough investigation of the merits and demer-
its of the various classes of rickshas brought
up for examination. Might we suggest that
the type selected might with advantage be
broader than that at present in use. The
gauche of the Hongkong public ricksha is, at
present, so narrow that a capsize at a sharp
corner is, by no means infrequent. By the
way, the Deputy Superintendent seemed to
quite enjoy his trial rides round the Compound.

Mr. G. P. LAMBERT held a general sale of
odds and ends this morning in order to clear
his premises as thoroughly as possible; his
intention being to have his sale room and office
thoroughly fumigated and whitewashed as a
precautionary measure. It would be a good
thing if more people followed the good
example set by Mr. Lambert and had a
thorough clean out before it is forced upon
them by an outbreak of plague upon their
premises. For our own part we go in for a
periodic time washing and have our whole
office, machine and composing rooms washed
daily with disinfectants. The result has
so far proved satisfactory. We have never
had a case of plague about premises although
we employ a large Chinese staff. Air, light
and cleanliness seem to be the great enemies
of plague and, so far as our own experience
goes, there is nothing like soap and water, with
a modest tinge of good strong carbolic.

NOTICE.

Our Special Edition is now on sale and may
be obtained on application. Price fifty cents.
Intending purchasers are advised to order
early. See advertisement appearing elsewhere.

CAPT. Markham, of the Shropshire Light In-
fantry, who was one of the survivors of the
Hongkong Cricket team in the founding of the
Bokhara in 1892, is appointed to the Central
African Regiment.

It may be noticed that we are publishing a
gazette of interest to the shipping community
generally, giving the names of officers on leave,
promotions, transfers, etc. We imagine it will
be found useful by many shipping people here,
who can see at a glance where their friends are
at the time. We shall be much obliged for
any information from our readers tending to
keep the column up to date.

We note that the Star Ferry Company are now
issuing very well got up thirdclass tickets.
They are printed in black on green paper and
beneath the black lettering appears an engine-
turned design in orange with the letters S. F.
C. showing up through it. This should protect
the Company from fraud to a great extent.
Facsimiles of the old style of ticket could have
been printed by any Chinese printer without
the Ferry Co. being a cent the wiser or richer.

THE WANCHAI WAREHOUSE AND STORAGE CO., LTD.

An extraordinary general meeting of the
above Company was held at the office of the
General Managers, Messrs. Meyer and Co.,
5, Queen's Road Central, at three o'clock this
afternoon. There were present:—Messrs. J. C.
Schroder (Chairman), H. Broderick (Secre-
tary), James Orange, Edward Osborne (Con-
sulting Committee), Hon. J. J. Bell-Irving, A. G.
Morris, A. Haupt, C. W. Dixon, A. Shelton
Hooper, etc.

The Secretary having read the notice con-
vening the meeting.

The Chairman said:—Gentlemen, it is only
a short time since we last met but we are
forced to take a decision sooner than expected
regarding the position we are placed in by the
Prata East Reclamation Scheme. You have
been invited to go into the particulars of in-
formation and estimates of cost bearing on this
question, which we had prepared and have
been open to your inspection during the week.
In the first place we might see how we stand if
we take part in the reclamation and take over
the land which will accrete to our Marine lot No.
29. According to estimate it will be about 64,000
square feet building ground. In a few months
time we would be required to definitely bind
ourselves to the Scheme and the first thing
apart from our share in the cost of the pre-
liminary Survey would be that we would have
to find about \$20,000 for the guarantee re-
quired by the Government. On this amount
probably interest would be lost for five
years. At present we have no available
money at all as our income has been
promised to you as Dividend. I under-
stand that the intention is to go on with
the reclamation as quickly as possible and the
worst feature for us is that at the very outset our
present lease with the Hongkong and Kowloon
Wharf and Godown Company will be endan-
gered. Probably owing to the Reclamation
now in active progress at the Naval Yard the
silt up of the foreshore in front of our
Marine lot has begun to such an extent that
the lessees experience already difficulties in
bringing cargoes alongside the pier at all
times. A clause in the lease gives them the
right to cancel at one month notice as soon as
any Reclamation impedes the traffic. To your
Committee and to my mind this is a contingency
which must be faced at no distant date.
As soon as this happens we shall lose at once
all our income, not only that but the approach
from the sea being stopped, it will be impos-
sible or at least highly impracticable to continue
using our buildings as Godowns. There would
be no other alternative but to pull down at
once and build Chinese houses. Before we
could start we would have to pay off the mort-
gage of \$140,000. To meet this payment and
guarantee fund to the government before men-
tioned we could call up all our capital \$62,500
per share or \$162,500. As this is however the
only reserve we can fall back upon, you will
readily see that this does not help us much
forward, because money is at once required for
starting and completing such rebuilding. In Com-
mittee we have gone very carefully into this
matter on the basis of estimates prepared by
experts, which have also been open to your
inspection and we find that a large amount of
capital is required for which the return is not
good enough to justify us in recommending
this plan to your approval. Our signature to
the Reclamation agreement would, however,
not leave us anything else to do and we
would then also have to go on with the
development of the new reclamation. This
again would require a very heavy outlay
for the Reclamation itself, for building
thereon Godowns on the Prata and a block
of Chinese houses inland. It would take a
very long time till all this would be completed
and in the meantime we would have to be
content with a very much reduced income.
We had prepared detailed estimates of cost of
developing in the manner described the whole
of our property and of the returns that may
fairly be expected which you had the
opportunity to inspect and we suppose that
after going into those figures showing the
very extensive capital required you will
agree with your Committee and myself
that it would be a very difficult matter
for us to carry such a great Scheme success-
fully through. Our considerations forced on us
the conclusion that it would be advisable to
sell now all our property if possible and we had

some cigars." I said, "He is evidently a dangerous man and must be very careful not to accept anything from him." He said, "I wouldn't think of doing so. I have been nine years in London, exposed to temptations of that sort and I never did accept anything. If he comes to offer me bribes I will make an example of him." Complainant had given the Department trouble before. It was extremely difficult to get him to do the work he was wanted to do; he had been summoned before. Complainant was up at the office two or three times to my knowledge while this matter was pending. Mr. Crisp was continually complaining about the Complainant. He could not find him and could not get him to do anything. It was our duty to keep an eye on the man and on the work and to see that he was moving and if Mr. Crisp saw these things were pending it was quite within the scope of his duty. Mr. Crisp, soon after his arrival, asked how he was to make himself known and suggested my giving him a letter. I didn't entertain that, as it was not usual. He then suggested a card with his qualifications in Chinese on it, and I assented to that. I knew he had cards of that description. I told Mr. Bowley of my conversation with Mr. Crisp. By Mr. Bowley.—The other summons against complainant was for work to be done in December last year, on the complaint of Mr. Crisp, and he had to rebuild a party wall between 25 and 27 Hollywood road, which he did. We also wanted him to rebuild the front wall of the house in question but, finding it was not so dangerous as it looked, the order was withdrawn. This was done on the representation of Mr. Hazland, the architect. The inspection of buildings is but a small part of my duty, but I am specially employed upon it as his sole duty. His reports to me would carry great weight. He is supposed to be an expert.

By His Worship, at the request of Mr. Francis.—After Mr. Hazland's report I myself inspected 27 Hollywood Road. Mr. Crisp's original report appeared to me to be justified. The case was then adjourned until Thursday, 30th instant, at 10 a.m. Bail as before.

AT THE MAGISTRACY.

A NUISANCE.
At 5:30 this morning Mr. I. O. Hughes, of 5 Bellis Terrace, went into the back verandah and saw Cheung Kam Tak removing nightsoil. Cheung took up and round and then emptied his buckets down the drain. Mr. Hughes called Cheung back and sent for policeman. Cheung was taken before Mr. Kemp later on and fined \$5 or fourteen days. He paid up.

CARRYING THE COOLIE.
Cheung Hon, house boy at Station Hill, Peak, was charged by Leung Sang, the house coolie at the same address with unlawfully assaulting and wounding him by striking him with a carving knife. The defendant pleaded guilty and Mr. Hazland sentenced him to twelve strokes with the birch and forty-eight hours detention in goal.

A THREE-SIDED FIGHT.
So Shun, Chung Chan and So Chau had a general fight in the Sai Ying Poon Market. They were arrested by Janggo, P.C. 684, and taken before Mr. Kemp, who imposed fines of \$5 or ten days each and bound all three over in personal bonds of \$25 apiece to keep the peace for three months.

THE FORTUNE-TELLER'S MAT.
Wong Yuk Tsun, a fortune-teller, was fined \$5 or ten days for causing an obstruction by placing and leaving a fortune-teller's mat on the foot-path at the junction of Wing Lok and Wing Shing Street.

BAD MILK.
The case in which Liu Ping, of 43 Wing On Street, was charged with exposing for sale condensed milk unfit for human food, came up for judgment. Mr. Hazland found the charge proved and imposed a fine of \$100 or two months' hard labour.

THE PLAGUE.

Number of cases reported (Chinese) 619
up till noon of the 22nd (Other Asiatics) 8
May, 1901 (Europeans) 9
Number of cases reported (Chinese) 27
during the past 24 hours (Other Asiatics) 0
(Europeans) 0

Total number of cases reported to date 663
Number of deaths reported (Chinese) 584
up till noon of the 22nd (Other Asiatics) 7
May, 1901 (Europeans) 4
Number of deaths reported (Chinese) 24
during the past 24 hours (Other Asiatics) 0
(Europeans) 0

Total number of deaths recorded to date 619
The plague returns for last week were:—
Cases.....122
Deaths.....113
Since noon on Saturday last the cases and deaths are:—
Cases Chinese.....117
Other Asiatics.....2
European.....1
Total.....122

Deaths Chinese.....113
Other Asiatics.....3
European.....1
Total.....117
The returns for 23rd May, 1899, were:—
Total deaths to date.....321
Deaths in previous 24 hours.....29
Patients under treatment.....71

THE NEW O. S. K. STEAMER.

The *Kobe Herald* gives the following particulars of the s.s. *Daigo Maru*:—
"On the 12th instant the new steel steamer *Daigo Maru*, built by the Osaka Iron Works, Osaka, for the Osaka Shosen Kaisha, went out in the bay on her official trial trip, a continuous run of six hours at full power. The power maintained was much in excess of the guarantee, and the main as well as the auxiliary machinery worked all day without the slightest hitch. Full particulars were given of this steamer in a former issue, but we may again mention that her length between perpendiculars is 215 ft., breadth 31 ft., depth moulded 22 ft. She has a displacement of 2,600 tons with a gross register tonnage of 1,600 tons. Representatives of the owners and builders were on board, as well as of the Japanese Government and Lloyd's Register, the vessel having been built to the highest class under inspection of the Surveyors of the Japanese Board of Trade and of Lloyd's Register, the latter being represented by Mr. Jas. Ellerton, the Society's Surveyor for Hongkong and Osaka."
The *Daigo Maru*, as we noted in Tuesday's issue, will run on the Tamaul-Hongkong line, and leaves here on her first trip on June 2nd.

A FALSE REPORT.

We clip the following from the *Hongkong Telegraph*, says the *Box of Curios* of the 11th instant.
Word has been received in Manila of the death of Captain Whiting, commander of the coast defence vessel *Menadoch*, now on the China Station. Capt. Whiting was formerly of the U.S.S. *Charleston* and was a popular and capable officer. He was married some years ago to one of the Aloft girls of Honolulu. We feel confident our popular little contemporary has been misinformed, for by last advices Captain Whiting was at the Mare Island Navy Yard and therefore not on the *Menadoch* as stated. He is so well known in San Francisco that his death would certainly have been announced in the papers, so it is safe to say the gallant Captain is still taking his glee with the same old relish as he did while here.
We hope we may have been misinformed.

"AUTHENTIC" NEWS FROM CHINA.

Mr. McCutchen, of the *Chicago Record*, is one of the genuinely humorous cartoonists of America, say the *Box of Curios*. Here is a sample of his fun. A very much started gentleman is looking at the bulletin board which sets forth the "latest authentic" news from China. Here is some of the authentic news.
"Germany, Russia and France will not withdraw or stay. This is official."
"St. Petersburg 24th February.—Rumored here that Germany and Li Hung Chang have conspired to overthrow the Chinese Government. The rumour is denied."
"Special Dispatch. Urgent; 500 Boers scared to death yesterday at Pletoyang."
"The Tsungli Yamen is doing as well as could be expected."
"The Emperor is ill. Ki-yi and still running. Later she is at Hecho. Later—She is at Lingling."
"The Emperor of Germany in an interview states that he intends to kill all the Chinese and then demand \$1,000,000,000 indemnity."
"Berlin 24th March.—The *Tagblatt Zeitung* today says that the United States has denied the rumour that she is about to buy China for the purpose of benevolently assimilating the Boxers."

"Prince Tung joins the concert. Germany immediately withdrew from the concert."
"England and the United States will put the Emperor back on the throne if they can find him and also find the throne."
"Prince Tuan and Li Hung Chang shake dice to see what becomes of the Empress."
"The Emperor of Germany favours a peaceful settlement."
"St. Petersburg, 20th April.—The *Czar* confirms the rumour that he does not know whether the Russians will or will not withdraw, whether or not the other powers do or do not withdraw."
"The Russians deny that they looted a Chinese laundry. The French got there first."

"The Emperor of Germany favours a peaceful settlement."
"St. Petersburg, 20th April.—The *Czar* confirms the rumour that he does not know whether the Russians will or will not withdraw, whether or not the other powers do or do not withdraw."
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"The Russians deny that they looted a Chinese laundry. The French got there first."

THE CHINA ASSOCIATION.

ANNUAL MEETING.

The annual general meeting of the members of the China Association was held at 122, Leadenhall-street, on 17th ult. Mr. W. Keswick, M.P., presiding. Among the members present were Sir Thomas Sutherland, G.C.M.G., Sir Edward Ackroyd, Sir Alfred Dent, K.C.M.G., Mr. R. Anderson, Mr. J. H. Gwyther, Mr. R. S. Gundry, Mr. H. H. Joseph, Mr. T. W. Richardson, Mr. W. H. Strachan, Mr. A. Zimmermann, Mr. A. S. Garfit, Mr. R. H. Hill, Dr. E. Henderson, Mr. Jamieson Elles, Mr. W. H. Tottle, &c.
The Chairman, in moving the adoption of the report, announced, said since they had met last year great events had occurred in China. They were again indebted to the hon. secretary for the manner in which he had compiled the report chronicling the events, as it brought before them very clearly a history of great occurrences of the last twelve months. The report was so full of interesting matter that for him (the Chairman) to make any comment would be thought, in a great measure to do an injury, and, therefore, he would not attempt to deal with it beyond remarking upon the marvelous position in which China had placed herself, a position antagonistic to the whole civilized world. They had been taught a lesson and what had been done would not be forgotten by the Chinese people and their rulers. He hoped that this terrible ordeal might lead to such a peace as would be permanent and at the same time to such a change in China that they might look back upon the past as opening a new and better era for the future. To attempt a forecast of the course of events in the future might be interesting, but it would be speculative, and it would not be prudent for him to express an opinion; but he hoped that the serious efforts which were made by all the representatives of the various nations concerned to bring matters to a satisfactory issue would result in trade being resumed and a better feeling established amongst the people. The position of the finances of the Association, they would see, was satisfactory, and they had a fair sum at deposit. Their expenses did not exceed their income. It had just been brought to his notice, however, that it was desirable that the income of the Association should be augmented, and he hoped they would not relax their efforts to increase their funds.

Sir Thomas Sutherland, in seconding the report, said he had perused the report very carefully, and it was deserving of the utmost attention at their hands. It was not only an elaborate but an extremely able report. The past twelve months had been full of fearful events, and he could not second that motion without expressing his great and sincere regard for the immense labours which Mr. Gundry had undertaken in order to place the various matters before the Government. The document was of the utmost political and historical importance.

Sir E. J. Ackroyd said he was quite sure everyone joined in the well-deserved praise given by the previous speakers to Mr. Gundry for the able manner in which he had compiled the report. Mr. Gundry had ever been a faithful chronicler. There were some things in the report, however, which were not of very pleasant reading to Englishmen, and he thought that other nations put together, he did not think the Government would have done that. They had in many instances quite neglected the warnings of the Association. He noted, for instance, that they had warned the Government of Russian designs on Port Arthur two years before the event—to not much purpose, however. It seemed to him unwise that when the Legations were relieved the Government should have joined the other Powers in obtaining redress from China. Our trade was of much more interest. It was more to the interest of other nations to get a large indemnity from China, as their trade was nothing compared with ours. He thought if the Government had been more firm and had made a greater display of force in the north and along the Yangtze, matters would have been settled

sooner. What we wanted was an open door with every opportunity for trade. As to the Anglo-German agreement, he did not think this was very valuable to us. Before the agreement was entered into the Yangtze was practically our own, whereas now it appeared to him we shared it with Germany.
The resolution was then put to the meeting, and carried.

On the proposition of Mr. Keswick, seconded by Mr. J. Howard Gwyther, the following gentlemen were elected to form the General Committee during the ensuing year:—Sir T. Sutherland, G.C.M.G., Sir Robert Jardine, Bart., Sir E. A. Sassoon, Bart., Mr. P. C. Cecil, C.M.G., G.C.M.G., Sir E. Cameron, K.C.M.G., Sir Alfred Dent, K.C.M.G., Sir R. T. Rennie, Sir E. J. Ackroyd, Mr. F. Anderson, Mr. E. F. Alford, Mr. R. Anderson, Mr. A. R. Burkill, Mr. F. Cornes, Mr. G. B. Dodwell, Mr. C. M. Dyce, Mr. W. M. Gray, Mr. R. S. Gundry, Mr. J. H. Gwyther, Mr. T. Hanbury, Mr. E. Iveson, Mr. G. Jamieson, C.M.G., Mr. H. H. Joseph, Mr. W. Keswick, M.P., Mr. J. A. Maitland, Mr. A. Michie, M.D. Reid, Mr. T. W. Richardson, Mr. D. C. Rutherford, Mr. J. H. Strachan, Mr. W. H. Strachan, Mr. W. A. Turnbull, Mr. W. S. Young, Mr. A. Zimmermann.

Sir Alfred Dent proposed that Sir Thomas Sutherland be elected President of the Association for the ensuing year. Mr. T. W. Richardson seconded, and it was carried unanimously. The result of the ballot for officers for the ensuing year was that Mr. W. Keswick, M.P., was elected Chairman of the Committee, and Sir Alfred Dent Vice-Chairman and Hon. Treasurer.

Mr. Keswick, in proposing a hearty vote of thanks to their honorary secretary, said he thought they were all aware that Mr. Gundry had intended to retire from that position on the present occasion, but he was very pleased indeed to be able to state that he had consented to remain with them for a time longer. "It was due to Mr. Gundry that he should have every possible assistance in carrying out the work of the office, which was a great one. He knew Mr. Gundry would find it difficult to do the work of the office, and he was most desirous to have Mr. Gundry's work and his work to be done as much as possible, and it was their intention of relieving him of some of the work as far as it was possible to do so."

Mr. J. H. Gwyther seconded the vote, which was greeted with acclamation.

Mr. Gundry, who was warmly received, said it was impossible that he should let pass the opportunity of expressing his gratitude for the vote of thanks which had been proposed by Mr. Keswick and Mr. Gwyther, and which they had all so very cordially endorsed. There had been a time, in a previous stage of his existence, when such compliments as had been paid him at afternoon would have caused him to dissolve in a glow of satisfaction. He believed that there never arose in the life of a woman a period when compliments did not produce that effect. Being, however, a boy and not a woman, he feared even those expressions of appreciation could not alter the conclusion he had come to, that, after serving them for twelve years, it was time they made a change. He had expressed to the Committee, several months ago, his desire to quit at the end of the year; and although it was impossible to resist their strongly-expressed wish that he should continue until they had had time to find a successor, he adhered to his desire to obtain rest at the earliest opportunity. It was not only that he had reached a time of life and a period of service when he felt the work to be a burden, but he was oppressed by a sense of his own inability. He did not mean the inability merely of spending time and labour on the compilation of a report which probably would not take the trouble to read. He added to the general work of the Association. Some of his reasons were emphasised in the body of the Report; others were indicated with sufficient clearness in Appendix C. It had been a pleasure to throw himself into that work while Sir Claude MacDonald filled the post of Minister at Peking. Not only was he a sympathetic personality, but one felt that one was dealing with a practical and energetic man. Sir Claude MacDonald was eager to be informed, ready and willing to grapple with every question that was brought before him, and certain to approach it with common sense; sufficient public expression had, in fact, hardly been given to the sense of loss which was felt when the over-land of a trying period in most trying position compelled Sir Claude to leave. He was not satisfied that those conditions prevailed at the present moment, at Peking. He had in his hand the text of an inquiry which had lately emanated from the British Legation, which ran as follows:—

"As regards foreign imports, I presume the exemption from *lekin* or other inland dues obtained by payment of the additional half-duty could not easily be continued beyond the point at which the goods ceased to be foreign property." (A laugh and Oh.)
Now, Gentlemen (Mr. Gundry continued), it seems to me that a question whether Queen Anne were really dead, or whether the Dutch had taken Holland, would have been almost as much to the purpose. The question raised is more than thirty-five years old. It originated when John Bright was President of the Board of Trade, in 1869. It had been agitated by Chambers of Commerce after Chamber of Commerce, discussed in Blue Books after Blue Book, and had really flattered himself that he had finally exhausted it in a memorandum submitted to the Foreign Office in January, 1888, and published in the Annual Report for that year. Yet here it was raised again, with all the ingenuousness of one who imagined he had found a fresh hare and thought he was proposing a new course! Well, if we were going to begin again at the beginning of the Alphabet, he would rather another man undertake the task. There was another consideration, and that was, that he had written himself out. All that was in his mind on questions connected with Chinese politics or with British commercial interests in China had been produced and put on paper in the pages of successive Reports. Questions of inland taxation, extension of commercial facilities, reforms in the Yangtze Valley, fiscal reforms (which were cropping up afresh in connection with the indemnity), supervision of the great waterways, and especially the dredging of the Woosung Bar—had all been dealt with as exhaustively as he knew how to treat them. There was every prospect that they would come up for discussion again in the course of the negotiations that were now in prospect. He was tired of them, and was convinced that it would be in the interests of the Association that they should be treated by a younger and fresher brain. (No! No!) He begged to thank them again for the compliment they had paid him. (Applause.)

Mr. R. H. Hill then proposed a cordial vote of thanks to the Chairman and Dr. Henderson, in seconding, said the Association well profited by his judgment and experience in all matters connected with China. It was very satisfactory to them to be able to retain his services. He could safely affirm that all the Shanghai residents were deeply grateful to the chairman for the active part he had always taken in their interests. The Chairman, in reply, said he thanked them very much, and he would only say that it gave him very great pleasure to take an active part in the interests of China, especially in those of the China Association.

THE MALAY GOLDFIELD.

Rumour has it that certain mining expeditions despatched some months ago have at last discovered "another mining Elysium," and given the name of the locality as the Malay Peninsula. If such should be the case, the event can hardly be called a discovery; for the Malay Peninsula has been long known as a gold-bearing country, awaiting systematic development that has been delayed only on account of mining enterprise being elsewhere engaged.

A representatives of the *Financial News* called upon Mr. Jerome Dyer, the Secretary of the Incorporated London Chamber of Mines, who said, in reply to inquiries:—

Report has reached me of expeditions to the Malay Peninsula to investigate its goldfields. By the way, it seems to indicate that in giving the Malay Peninsula such a title as *aurifer* *Chersonesus* the ancients must have had some evidence of its auriferous character. At any rate, there is existing in the Peninsula's gold-bearing richness in the temples of the King's palace at Bangkok; the capital city of Siam, which I had the pleasure of seeing when on a visit to that country nearly five years ago. The most interesting sight in Bangkok is the great temple in the King's palace. When I was first shown over this brilliant treasure-house I was amazed to see it stocked with trees, ranging, so far as I remember, from 2 ft. to 12 ft. in height. These trees were, I believe, intended as imitations of the sacred *Banyan* tree, so venerated by the Buddhists. They were all beaten out of gold, and represented tribute paid over many years to the King of Siam by those States of the Malay Peninsula that were tributary to Siam. As the enormous quantity of gold that was required in the manufacture of these trees had to be gathered by the natives for their various chiefs by means of most primitive apparatus, it requires no effort of imagination to conclude that as the native never worked below the water-level, which was reached about 10 ft. or 12 ft. from the surface, the country still remains practically a virgin field; so far as modern mining company operations are concerned. The only large gold-mining company in the Peninsula that London is directly interested in is the *Raub Gold Mining Company*, of the State of Pahang, which has recently increased its stamps to sixty heads. I believe that the company's crushings for the past twelve months exceed 12,000 oz. There are other mines doing profitable work, but as they are chiefly privately owned by Malaysians and Siam people, it is impossible to obtain particulars of yields. As the Peninsula is 600 miles in length, and varies from fifty-five miles to 150 miles in breadth, the field may be regarded as fairly extensive.

The six essential desiderata for success in gold mining, given a country where, say, 10 dw. of gold to the ton can be obtained, are: sufficiency of wood, water, and labour at moderate rates; accessibility, reasonable regulations, and a fairly healthy climate. I have been in the Malay Peninsula several times, and, so far as I experienced or could ascertain, I believe that the country pre-eminently satisfies these conditions. Wood and water are, if anything, too plentiful; Chinamen and Malays—the best coolie mining labour in the world—are readily obtainable in any number, the former at a maximum of 1s. per day and the latter at less; as to accessibility, well made roads traverse the Peninsula, and a grand trunk line is in course of construction, when completed, will link up the Burmese railways following the gold belt more or less throughout. In mining laws and regulations I have been informed that there are no objectionable restrictions, and, in the matter of climate, men who have lived there for years inland, speak in high terms of its healthiness. This is, doubtless, owing to the insular character of the country, its altitude in the interior, and its exposure to the varying winds of the oceans that surround it peculiar to that part of the world.

NOTANDA.

CALENDAR.

MAY.
Meteorological means based on ten years' observations to 1893.
Barometer.....26.867
Thermometer.....76.2
Humidity.....84.0
Rainfall.....15.0

TO-DAY.
WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer.....29.91 29.82
Temperature.....80 81
Humidity.....88 87
Rainfall.....0.04 —

TO-DAY.
Thursday, 23rd May, 1901.
Chinese—6th of 4th moon of 27th year of Kwang-si.
Sun—Rises.....5hr. 19min.
Sets.....5hr. 49min.
High water—Morning.....5hr. 49min.
Evening.....5hr. 59min.
Low water—Morning.....5hr. 19min.
Evening.....5hr. 49min.

ANNIVERSARIES.
1898—The American Legation at Tokio, burnt.
1868—Loss of the P. & O. steamer *Benares* on the Fisherman's Group.
1884—Fall of Berber.
1898—Japanese evacuate Wei-hai-wei.
1899—U.S.S. *Olympic* with Admiral Dewey on board arrives in Hongkong.

TO-MORROW.
Friday, 24th May, 1901.
Chinese—7th of 4th moon of 27th year of Kwang-si.
Sun—Rises.....6hr. 0min.
Sets.....5hr. 55min.
High water—Morning.....5hr. 49min.
Evening.....5hr. 59min.
Low water—Morning.....5hr. 19min.
Evening.....5hr. 49min.

ANNIVERSARIES.
1819—The Late Queen Victoria born.
1839—Capt. Elliot and all British subjects left Canton for Macao.
1871—Massacre of the Archbishop of Paris and other hostages.
1880—Prince Heinrich of Prussia acted as joint host with Governor Hennessy in receiving the Duke of Genoa and the community of Hongkong at Government House.
1896—Massacre of Christians at Canea by Turkish soldiers.
1898—Philippines received arms and ammunition from Americans. British flag hoisted at Wei-hai-wei.
1899—Mr. Jackson of the Hongkong & S. B. Knighted, Col. Mainwaring received C.M.G.

AGENDA.

TO-MORROW.
4 p.m.—N. Y. K. steamer *Kanjo Maru* leaves for Australian Ports via Manila etc. (About)—P. & O. S. N. steamer *Paramatta* leaves for Shanghai.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—
May 20th.

The officers of the American steamer *Thushan*, are Captain Patterson; T. Stephen, chief officer; W. Kay, chief engineer; Chas. Stuart, 2nd officer; A. Adair, 2nd engineer; Taylor, 3rd engineer.
Jas. McDonald, chief engineer, s.s. *Chuan-shan*, has been promoted chief engineer, *Pakshan*.

A. Cameron, 3rd engineer, s.s. *Pakshan*, gone home.

Jos. Brown, chief engineer, s.s. *Siam*, has been promoted chief engineer, *Chuan-shan*.

Fred. Dean, and engineer, s.s. *Siam*, has resigned his ship and joined the Siamese gunboat *Maikut Rakakun*.

Percy Smith, Resigned P. W. D. joined s.s. *Pakshan*, 3rd engineer.

E. J. Stoddart, chief engineer, s.s. *Diamond*, gone home.

Alex. Whyllie, 3rd engineer, s.s. *Diamond*, has been promoted chief engineer, *Diamond*.

T. H. Williamson, 3rd engineer, s.s. *Esmeralda*, has been promoted 3rd engineer, *Diamond*.

T. Clark, resigned from Douglas Co. and engineer, *Esmeralda*.

J. Furness, from home leave has joined s.s. *Loongsang*, chief engineer.

SHIPPING AND MAIL NEWS.

English (*Paramatta*) to-morrow.
American (*Doric*) to-morrow.
Canadian (*Empress of China*) 28th instant.
German (*Sachsen*) 28th instant.
German (*Preussen*) 28th instant.
Australian (*Archie*) 28th instant.

American (*Nippon Maru*) 31st instant.
American (*Peru*) 8th prox.
American (*Coptic*) 18th prox.

The H. A. L. steamer *Strassburg* from Hamburg left Singapore for our Port to-day and may be expected here on or about the 29th inst.

The Silesia Canadian Pacific Railway Co.'s R.M.S. *Empress of India* from Hongkong April 24th, arrived at New York on Wednesday 22nd inst.

The N. Y. K.'s steamer *Inaba Maru*, (European Line) left Kobe via Moji for this port yesterday, the 22nd inst., and is expected to arrive here on Wednesday, the 29th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* arrived at Kobe at 11.30 a.m., on Tuesday, the 21st inst., and left again at midnight same day via Nagasaki for Shanghai, where she is due to arrive at 6 a.m., on Saturday, the 25th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
U.S.S. *Bennington*... at Kowloon Dock.
Union....."....."
Kiang Tung....."....."
P. C. C. Kiao....."....."
Fris....."....."
Janus....."....."
Burnside....."....."
Maede....."....."
Compania de Filipina....."....."
Tai-chong....."....."
Colonies....."....."
Hongkong....."....."
Siungang....."....."

PASSED THE CANAL.
Outward—14th May—*Benlawers*, *Glaucus*, *Malaya*, *Hudson*, *Sydney*, *Sandia*. 17th May—*Flintshire*, *Albion*, *Rhein*, *Crusader*, *Devonshire*, *Inogen*.
Homeward—17th May—*Idomenus*, *Marburg*, *Tantalus*, *Siletia*.

Arrivals at Home—18th May—*Feibur*, *König Albert*, *Stentor*.

Shipping.

Arrivals.
MICHAEL JENSEN, German steamer, 700, J. Jensen, 22nd May.—Holbow 30th May.
General—Jensen & Co.
DEVAYONGSE, German steamer, 1,057, H. Textor, 23rd May.—Bangkok 17th May.
General.—Butterfield & Swire.

HONGKONG, French steamer, 862, Panrier, 23rd May.—Haiphong 20th May, and Hoikow 21st, General.—A. R. Marly.
PAKHOT, British steamer, 1,248, C. C. Williams, 23rd May.—Wuhu and Chinkiang 19th May, General.—Butterfield & Swire.

ARRATOON APCAR, British steamer, 2,879, E. Fey, 23rd May.—Calcutta 4th May, Penang 14th, and Singapore 18th, General.—David Sassoon, Sons & Co.
SUEVIA, German steamer, 2,662, Wagner, 23rd May.—Shanghai 19th May, General.—Stemson & Co.

THALYS, British steamer, 836, A. J. Robson, 23rd May.—Haiphong 20th May, and Hoikow 21st, General.—Douglas, Laprair & Co.
IRIS, American disillip-ship, 1,750, J. J. Meany, 23rd May.—Yokohama (Japan) 15th May, Ballast.—U. S. Government.
STYX, French armoured gunboat, 1,795, Vincent, 23rd May.—Canton 22nd May, General.—Sander, Wieler & Co.

BENGAL, British steamer, 2,751, S. Barcham, 23rd May.—Shanghai 21st May, Mails and General.—P. & O. S. N. Co.
Clearances at the Harbour Office.
Hiroshima Maru, Japanese str., for Singapore.
Pak-Kong, British str., for Canton.
Loongsaun, German str., for Shanghai.
Hangchow, British str., for Shanghai.
Suevic, German str., for Singapore.
Wingang, British str., for Shanghai.
Artila, Austrian str., for Moji.
Longo Bay, British ship, for Callao.
Pu Kwai, British steam-launch, for Wuchow.
Onang, British str., for Japan.
Wakata Maru, Japanese str., for Kobe.
Wakata Maru, Japanese str., for Kobe.
Glysses, British str., for Manila.
Yat-hong, French str., for Macao.

Departures.
May 23, *Ontang*, British str., for Singapore.
May 23, *Sishan*, British str., for Swatow.
May 23, *Yikang*, British str., for Canton.
May 23, *Loongsaun*, German str., for Shanghai.
May 23, *Bergan*, German str., for Kutchinotru.
May 23, *India*, Austrian str., for Yokohama.
May 23, *Wingang*, British str., for Shanghai.
May 23, *Pakhoi*, British str., for Canton.
May 23, *Wakata Maru*, Jap. str., for Japan.

Passengers—Arrived.
Per *Devayongse*, from Bangkok—13 Chinese.
Per *Takaki*, from Wuhu, &c.—Mr. J. Barclay, and 10 Chinese.
Per *Thalia*, from Haiphong, &c.—Messrs. Live, Guilloux and Miss Chevalier.

Per *Arratoon APCAR*, from Calcutta, &c.—Mr. and Mrs. Heber Percy, Lieut. C. Wallace, H.K.R. Messrs. Van Sickle, Knapp, C. H. Jones, Sub-Conduc. Graham, and 850 Chinese.
Per *Bengal*, from Shanghai for Hongkong—Messrs. W. A. Prewitt, D. Henderson, Mr. and Mrs. Williams and 2 children, Capt. C. F. Napier and servant, Messrs. H. Finkelstein, A. M. Eisenstark, Capt. G. E. Robbins, Mr. J. H. Moller, Misses Moller, M. E. Moller, and Captain E. R. Moore and 3 servants.

For London—Comdr. Ingram Winnington, R.N., Messrs. G. S. Lapsley, H. W. Jones, A. Stewart, F. M. Noisley, R. Allen, S. Bath, C. Nooby, J. C. Roper, J. Crawford, C. Konrads, A. Thompson, W. Howard, A. Howell, E. Dee and 104 Indians for Bombay. For Singapore—Mr. Sternberg and one Chinaman. For Brindisi—Mr. M. Friedlindsky. From Yokohama for Singapore—Messrs. Cleave, 2 children, infant and amah. For Bombay—Rev. L. M. Haslope.

Departed.
Per *Perla*, for Manila—Dr. Weber and servant, Mrs. Aennie and child, Mr. Valentine, Mr. and Mrs. Orejas, Mrs. Abad and child, Messrs. J. MacWilliams, F. W. Brooks, J. Komori, Y. Misu, H. S. North, M. Edral, W. R. Adams, N. Keemattai and John Nelson.
Per *Wakata Maru*, for Kobe, etc.—Captain Waymouth, R.A., Mr. and Mrs. Uchida, Master I. Uchida, Misses Uchida, Playfair, H. Seymour, C. Seymour, L. Seymour, S. Mita, Mrs. Playfair, Mrs. de Katumtze, Dr. H. Mine, Mrs. Ra Chu Keng, Mrs. Lui and child, Messrs. H. E. Battellewala, Murumura, Murata, Southwell, J. Banza, N. Koriki, K. Horiguchi, Tam Chue Lun, Ma Chik Tong, K. Miyozaki, Law Cheong and child,

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ROSETTA MARU	NAGASAKI, KOBE and YOKO- HAMA	TO-MORROW, 24th May, at Noon.
HIROSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TO-MORROW, 24th May, at Noon.
KASUGA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TO-MORROW, 24th May, at 4 P.M.
ENADA MARU	MARSEILLES, LONDON and ANT- WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 31st May, at Daylight.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 22nd May, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hono- lulu)		Tuesday, 11th June, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hono- lulu)		Thursday, 14th July, at Noon.
HONGKONG MARU (via Shanghai, Naga- saki, Kobe, Inland Sea, Yokohama, and Honolulu)		Tuesday, 30th July, at Noon.

THE Twin Screw Steamship

"NIPPON MARU,"
will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, on
TUESDAY, the 11th June, at Noon, taking
Freight and Passengers for Japan, the United
States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained upon application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail-
ways from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Seal Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 18th May, 1901.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH-AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 25th May, at Noon.
"DOBIC"	SATURDAY, 1st June, at Noon.
"PEARL"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"JAELE"	TUESDAY, 23rd July, at Noon.

THE P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONO-
LULU, on SATURDAY, the 25th instant, at Noon, taking Freight for Japan, the United States,
and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of the United States or Canada. Rates may be
obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland
Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting
Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the
regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between
SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting
Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.
Special rates (first-class only) to European Ports, are granted to Missionaries, Members
of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials
located in Asia, and to European Officials in the Service of the Governments of China and
Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are
conferred and will apply only to Missionaries, Members of the Naval and Military Services,
and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full
first-class fare from ports of call in the Orient, to the United States, Canada or Europe, and re-
embark at San Francisco or Honolulu for the return voyage at any time within twelve months,
will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original
port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from
the United States, Canada or Europe, to a port of call in Japan or China and re-embark at
such port of call for return voyage at any time within twelve months will be allowed a reduction
of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway,
to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by
the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to
address in full; value of same is required.

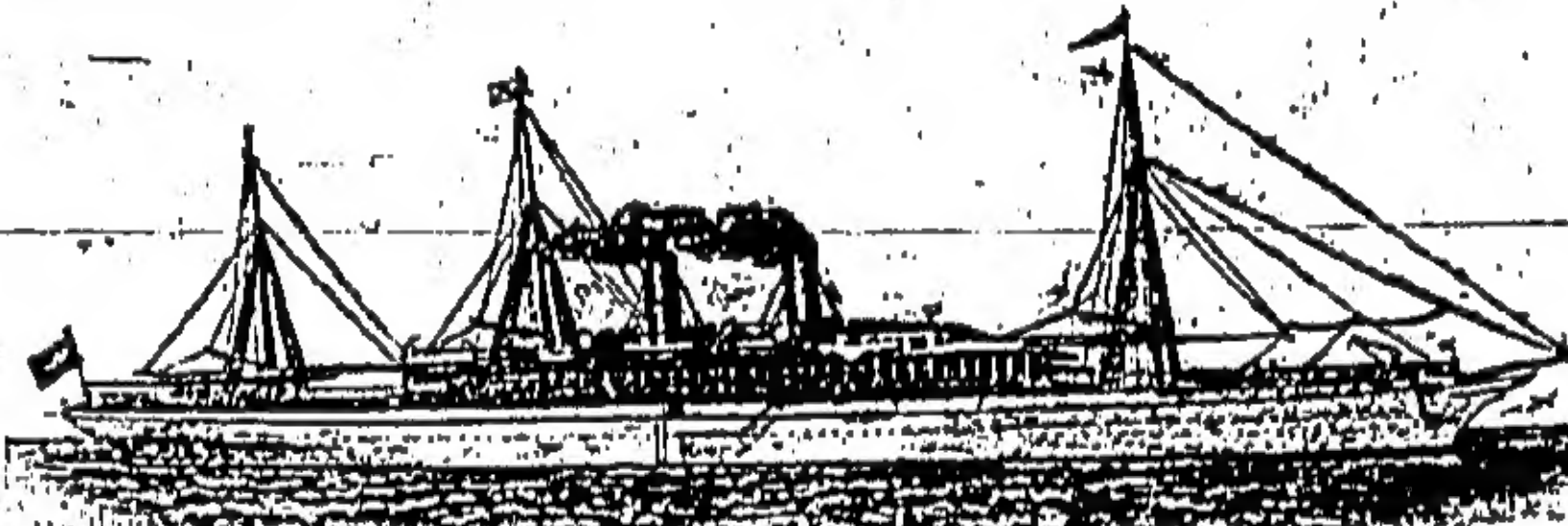
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold
or over) destined to points beyond San Francisco in the United States, should be sent to the
Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value
is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Com-
panies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 7th May, 1901.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, E.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 5th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS
OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 15th May, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE and HAMBURG. (Calling at SINGAPORE).	24th May. } Freight.
Wagner		
SEGOVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	31st May. } Freight.
Foerck		
WITTENBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	10th June. } Freight.
Hempel		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 14th May, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR	STEAMERS.	TO SAIL.
ILOILO and CEBU	"KAIKONG"	27th instant.
AMOI, SINGAPORE, SAMARANG and	"SHANGTUNG"	29th instant.
SOURABAYA	"WHAMPOA"	29th instant.
SHANGHAI	"KWEIYANG"	5th June.
TIENSIN	"CHANGSHA"	10th June.
MANILA	"CHANGSHA"	10th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE.	"CHANGSHA"	10th June.

* The Attention of Passengers is directed to the Superior Accommodation offered by
these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is
carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th May, 1901.

OCEAN STEAMSHIP COMPANY.
OUTWARDS.

FROM	STEAMERS.	TO SAIL.
GLASGOW and LIVERPOOL	"FROMETHEUS"	28th May.
" "	"GLAUCUS"	11th June.
" "	"ALCINOUS"	14th June.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"CALCHAS"	28th May.
" "	"DARDANUS"	11th June.
" "	"MACHAON"	25th June.
LIVERPOOL (DIRECT)	"FROMETHEUS"	9th July.
(Taking Cargo at LONDON RATES).	"RHIFEUS"	6th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

* Hongkong, 20th May, 1901.

THE OSAKA SHOSEN KAISHA,
LIMITED.FOR TAMSUI VIA SWATOW & AMOI.
THE Company's Steamship

"DAIJIN MARU,"
Captain T. Ogata, will be despatched for the
above Ports, on SUNDAY, the 26th instant,
at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 20th May, 1901.

THE OSAKA SHOSEN KAISHA,
LIMITED.

FOR TAMSUI AND KELUNG.
THE Company's Steamship

"AKASHI MARU,"
Captain K. Sudzuki, will be despatched as above
on TUESDAY, the 28th instant.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 21st May, 1901.

THE OSAKA SHOSEN KAISHA,
LIMITED.

FOR ANPING VIA SWATOW AND AMOI.
THE Company's Steamship

"MAIDZURU MARU,"
Captain K. Sobajima, will be despatched for the
above Ports, on WEDNESDAY, the 29th instant.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 21st May, 1901.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO,
VIA SHANGHAI, INLAND SEA OF
JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
and HONOLULU, THE UNITED STATES, &c.
Belgian King. | 3,379 | about | June 10

THE Steamship

"BELGIAN KING,"
will be despatched for SAN DIEGO and SAN
FRANCISCO, VIA MOI, KOBE, YOKO-
HAMA and HONOLULU, on or about
the 10th June.

Through Bills of Lading issued to any point
in the United States.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further Information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 15th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.
THE Company's Steamship

"GLENARTNEY,"
Captain Warner, will be despatched for the
above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 18th May, 1901.

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"INDRANI,"
Captain... will be despatched as above
on or about the 31st June.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 16th May, 1901.

NIPPON YUSEN KAISHA.

FOR MANILA.
THE Company's Screw Steamship

"KASUGA MARU,"
(3,873 Tons Gross, Captain H. Fraser), will be
despatched for the above Port, TO-MORROW,
the 24th instant, at 4 P.M.

This Mail Steamer is provided with Superior
Accommodation and with all modern fittings
and improvements for the safety and comfort of
Passengers. Electric light and Refrigerator.
Doctor and Stewardess carried.

Return Tickets issued by this Company are
available for return by steamers of the other
Lines.

For Freight or Passage, apply to
A. S. MIHARA,
Manager.

Hongkong, 16th May, 1901.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TONKIN, PORT DARWIN & QUEEN-
SLAND PORTS, and taking through Cargo
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
"EASTERN,"
Captain Ellis, will be despatched as above
on THURSDAY, the 30th instant, at 5 P.M.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Pro-
visions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the
Electric light.
A Stewardess and a duly-qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA, are available for
return by the Steamers of the CHINA NAVI-
GATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 14th May, 1901.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
SINGAPORE AND BOMBAY.
(In close connection with the Co.'s Accelerated
Line to TRIESTE).

THE Company's Steamship
"MELPOMENE,"
Captain Matcovich, will be despatched as above
on FRIDAY, the 31st instant, P.M.

For Information as to Passage and Freight,
apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 20th May, 1901.

To be Let.

TO LET
NOS. 2 and 5, RICHMOND TERRACE,
Immediate Possession.
Apply to
LAU CHU PAI,
Care of A. S. Watson & Co., Ltd.,
Hongkong, 1st April, 1901.

TO LET.
A HOUSE in RIFON TERRACE.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st May, 1901.

TO LET.
NOS. 6, ICE HOUSE LANE and 3 GO-
DOWNS in DUBBEL STREET.
Apply to
A. RUMJAHN.
Hongkong, 20th May, 1901.

TO LET.
GODOWN in DUDELL STREET from 1st
June.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st May, 1901.

TO LET.
POSSESSION APRIL 1ST.
1, STEWART TERRACE.
Apply to
J. W. NOBLE.
Hongkong, 6th March, 1901.

TO LET.
WOODLANDS WEST No. 9, SEV-
EN MOUR ROAD.
Apply to
"S.H."
C/o This Office.
Hongkong, 17th March, 1901.

TO LET.
"S.H."
C/o This Office.
Hongkong, 17th March, 1901.

LONDON'S NEW TELEPHONES.

THE WAY IN WHICH THE NEW TELEPHONES WILL WORK.

In a few months, if all goes well, says a recent *Morning Leader*, we Londoners will be calling "Are you there?" over a system of telephones that belongs to the State instead of to a monopolist company, a decade behind the rest of the electric world.

The method of working chosen by the Post Office is the most up-to-date possible. The switch-room is being fitted up by the Western Electric Company. That is an American concern, and it is matter for reflection that the authorities did not cross the Atlantic for a system of placing orders there, but because they could not obtain what they wanted of an English firm.

To begin with, whether your new post-office instrument is of the wall or desk pattern, you won't have to turn a handle to call up the exchange. The simple lifting of the receiver from its hook does that.

DONE WITH A GLOW LAMP.

Immediately you move your receiver an electric glow-lamp flashes out beside your number in the switch-room. Then the operator among whose "batch" of 180 subscribers you find yourself answers your call, and immediately the brass peg is inserted to accomplish this your lamp goes out.

Having been told what number you require she connects you with it and rings. From that moment until the man you want to talk with takes his receiver from the hook a second glow-lamp is alight; but when he moves his receiver it goes out.

Having found that your conversation has really begun, the operator presses the "meter key," and records one conversation to the account of the originating subscriber.

THE DEADLY METER.

The "conversation meter" is an innovation in this country. It is unlike a gas meter, as it is unlike your conversation, because it cannot lie.

There is to be one in the new Post Office Central Exchange for every subscriber. There are four little discs to every number, and these record all the conversations initiated by each particular subscriber, registering up to 10,000.

The action is remarkably simple. An electromagnet, energised by the operator's pressing of the meter-key, raises a little weight attached to a ratchet, and lets it fall. That moves the unit's hand one tooth—the rest is a clockwork system of graduated wheels.

AND THE GLOW FLASH.

But back to our subscribers, whom we have left talking.

When the conversation is finished and both receivers hang up, two glow lamps side by side flash into life. Then the operator, knowing that she may safely disconnect, and as she does so the two lamps are extinguished.

In addition to the conversation meter, there is a "service meter," which tells how many conversations each operator has attended to.

Thus, if one set of 180 subscribers (the number under the control of one operator) are frequent users of the telephone and those of a neighbouring operator have among them some who are perpetually calling or being called, the two sets of numbers may be rearranged and the work of the two ladies equalised.

GLOOM IN GERMANY.

The Hamburg correspondent of the *L. & C. Express* writing under date April 16th says:—

A dark veil seems to be spread at present over the German Empire. In every direction earnest and thoughtful faces are met with, and nowhere is read confidence felt. Nor is such feeling of disquietude without foundation. Nature itself has disappointed our population in the matter of the weather. At present, although we are in the middle of April, it is quite like winter. But this is not the only reason for the gloomy atmosphere overhanging Germany. The business markets of late have constantly gone down, and that too in such a measure that even the best reputed and most employed establishments have been obliged to dismiss numbers of their old and experienced workmen. The large cast-steel factory of Krupp, the "cannon king" at Essen, has already dismissed 5,000 men, or one-fifth of the whole number, for want of orders. What such signs indicate is easily understood, if it is borne in mind that Germany at present is an industrial state, and we fear that the seven poor years which are to follow the seven good ones are about commencing on the Continent.

CANADIAN IRON.

A recent number of *British Mining* says:—With the expected output at Sydney, B. C., and the works to be erected at Sault Ste. Marie, the iron industry of Canada will, within the next year, be upon a par with that of Sweden, a country that has taken many centuries of steady work to bring its trade to its present proportions in point of tonnage. This will bring Canada up to the third place in the list of iron-producing countries. The first place is held by the United States, whose output is increasing enormously. The United Kingdom holds the second place, with Sweden third. The other principal countries of the world, in relation to this industry, stand in the following order: Spain, Russia, Italy, Germany, France, Canada, Belgium, and Austria-Hungary. The gap between Sweden and the United Kingdom is so great that there is no reason to expect Canada to overtake it for a very long time, but she may hope to secure and hold the third position, and to keep constantly approaching the second. Iron is in greater demand from year to year, so that no fear need be entertained that progress in the direction indicated is likely to be checked.

ICELAND.

To the average reader Iceland is as little known as the interior of Africa. Yet Iceland is a famous country, famous for the achievements of its heroes, for the poetry and prose it has given the world, and, above all, for the education that pervades all classes.

The love of learning is almost a mania in Iceland; it is the rarest thing in the world to meet a native who cannot read and write.

Another admirable trait is the remarkable honesty which prevails in Iceland. Crime is almost unknown; the people never lock their doors, and but two cases of thieving are known to have taken place within many years.

One was an Icelandic who had broken his arm, and whose family in the winter were suffering for food. He stole several sheep, and was finally detected. He was at once put under medical care for his injury, and in time he was given work. This was his punishment.

The other case was a German, who stole 17 sheep. He was in comfortable circumstances, and the theft was malicious. His punishment was to sell all his property, restore the value of his theft and leave the country, or be executed. He left at once.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Anhur, T.
Auer, Bishop Van
Armistead, Miss A. J.
Anderson, R. A. J.
Awmijn, Miss
Awhin, J.
Ahera, J.
Arthur, Mr.
Agathe, G.
Bannerman, J.
Burson, Chas.
Bent, G.
Bryan, M. R.
Bernaldo, J. G. G.
Bird, W. B. M.
Bohny, O.
Buhning, N.
Bastchewsky, M. de
Barton, Miss A. C.
Barton, A. L. L.
Buissin, W. T.
Benham,
Burroughs, Miss
Ayrar, A. C.
Boyd, Mrs. J.
Bergerowski, C.
Burton, H.
Candler, W.
Chadling, Brothers & Co.
Carpenter, F. G.
Child, H. E. A.
Chapman, W.
Carlyle, J.
Cowie, E. H.
Callieson, Capt. V.
Comie, Mrs.
Cahill, G.
Cooke, L. F.
Graig, J.
Chanes, L. L.
Comrie, L. P.
Chu, Miss R.
Carrington, J. C.
Covey, Mrs. A.
Drewes, Capt. H.
Dannenberg, Miss E.
Darrington, H.
Dautewich, P.
Dunbar, T. E.
Dippie, Mrs.
Deas, W. P.
Davis, A.
Dadson, W.
Darley, Miss H.
Dean, F.
Etienne, C.
Etzel, L. L.
Elkins, S. H. W. S.
Fernandez, V. D.
Frieburg, S. S.
Fubris, C.
Freeman, Miss V. W.
French, Mrs.
Ful, J. P.
Goels, F.
Grant, W.
Gyr, H. W.
Glendinning, R.
Goodwin, L.
Georgeson, J.
Grant, J. K.
Granslein, B.
Gomes, J.
Greenwood, T.
Grear, Mrs. G.
Garratt, S.
Grimes, J. B.
Gordon, J. A.
Graham, Miss L.
Harkens, J.
Herbenville, L. D.
Honey, B.
Hardy, R. J.
Hachez, H.
Hoag, P. V.
Hooley, P. F. G.
Havermeyer, F. C.
Huby, G.
Harrison, Mrs. P.
Hamilton, Mrs. H.
Hallard, F. J.
Heacock, A.
Hay, Rev. N. E.
Hark, G.
Hall, B.
Henderson, W. L.
Heaney, Mrs.
Hawler, W. L.
Hakata, C.
Harding, H. G.
Hardwood, T.
Hughes, E.
Hughes, Mrs.
Ingles, F.
Inley, Mrs. H. R.
Jeffries, Rev. M.
Joasiano, S.
Jenkins, C. M.
Janot
Jama, Mrs.
Jansson, Andreas
Kirkpatrick, M. C.
Kinn, C. H.
Kelper, G.
Karmants, S.
Kirk, R.
Kelson, W.
Kneute and Streiff
Kukman, G. W.
Knapp, J. W.
Kobruson, C. J.
Lawrence, C. C.
London, E. J.
Lester, H.
Lyall, R.
Laglaize L.
Lies, Miss
Loher, A.

Larkin, A.
Leon, C.
Lion, A. D.
Lawson, J. H.
Minchin, D. J.
Moochhouse, J.
Merry, Mrs. D. J.
Menaich, L.
Moore, J. W.
Murphy, Mrs. F.
Murphy, T. R.
McGregor, A.
Mills, W.
Maxwell, Lieut. D. H.
Myer, J. D.
Matseon, J. F.
Mui, Miss A.
Murphy, Capt. A.
Mein, W.
Morrison, Father.
Mussom, S. H. B.
Nash, F.
Nato, F.
Nicol, J. A.
Nelson, E.
O'Brien, J.
Osawa, Miss
Oakley, Miss
O'Connor, Mrs. J. M.
Oakley, Miss
Palmer, J.
Partridge, Dr. L. S.
Phillips, C. L.
Petersen, J. G.
Poemedeo, J. G.
Paulsen, T.
Pillouy, J. R.
Pastewsky
Patterson, J. H.
Paisis, G.
Pinkowsky
Paul, W.
Parkinson, Dr. T. W.
Pereira, Miss S.
Plummer, H. A.
Pereira, A. F. M.
Prince, Miss
Pereira, F. G.
Perkey, Mrs. S.
Kosa and Lilly
Ross
Riel, G.
Reutens, J. W.
Rigby, R.
Rippin, J.
Ruhemoboy, H.
Rivington, C. F.
Rose, H.
Rous, A.
Read, Miss M. B.
Rushy, C. B.
Roberts
Riegan, Capt. A.
Reid, Capt. T.
Ryder, J.
Ruse, E. P.
Reynolds, R.
Roos, A.
Roberts, H. G.
Rous, J.
Rapp, Miss C.
Read, Miss
Roberts, Mrs. J.
Samborn, F. G.
Seyler, F. W.
Sculan, J.
Sculan, J. A.
Gordon, J. A.
Graham, Miss L.
Harkens, J.
Herbenville, L. D.
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Heaney, Mrs.
Hawler, W. L.
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Kelper, G.
Karmants, S.
Kirk, R.
Kelson, W.
Kneute and Streiff
Kukman, G. W.
Knapp, J. W.
Kobruson, C. J.
Lawrence, C. C.
London, E. J.
Lester, H.
Lyall, R.
Laglaize L.
Lies, Miss
Loher, A.

List of Registered Covers in Poste Restante.
Ahmed Deen, I.P.C. Johnson, C. E.
638 (2) Koch, Carl
Ahd Khan, I.P.C. 798 Kader Hadjip. Mq.
Altare Khan, No. 774 hamed Abdul
Blank, Miss A. Arran-
dale, Southport (1) Kemper, A. C.
Returned Lyons & Co. J.
Buta Singh Ludh Singh
Brewery Mohamed Akbar
Burkeli Ali Khan, Montero, F. M.
I.P.C. 856 Massey-Lee, J. H.
Bergmann, D. & R. McKay, Charles
Brimble, Capt. A. Morris, Capt. R. A.
Bortolo, B. Mondha Singh
Bobal Singh Mohamed
Clarkson, G. Murad Khan I.P.C. 529
Chunda Singh, I.P.C. Mayson, William
585 MacVeagh, E.
Clarke, J. Marle, Hugo
Chao, H. Y. McNab, J.
Crane, E. H. Mirza Sadig
Cox, Miss M. J. Nogueira, F.
Cotwell, L. A. Nogueira, I.P.C. 637
Danzell, Miss F. N. C. (11)
Dahl, N. M. Khan Ota (Manila), to Omah,
Dean Singh, I.P.C. 5; Praya East, Wan-
547 chai, Hongkong
Duff, A. Obaten, Madame
Fox, F. (2) Prizis, E.
Fatmalee (Bombay) Pederson, C.

Fellie, Blaz
Foussiane, A.
Ferreira, F. X. P.
Frampson, Mrs. (3)
Falins, G. (Singapore)
Gahor Khan
Gunnall Singh, I.P.C.
607
Garcia, R.
Gulab Khan, I.P.C.
509
Gunda Singh
Gleick, M.
Hand, J. (Manila), To
Constancio Hand,
Vic. Eng. School,
Hongkong.
Harwood, Thomas
Hasham Ali, I.P.C.
567
Hilton, St. John.
Hazar Khan, I.P.C. 616
Hess, Miss O.
Hodge, Ed. G., Port-
land (Maine), Re-
turned.
Hakan Singh, I.P.C.
602
Hall, J. L.
Harrison, R.
Hall, Capt. F. (2)
Hoashi, S.
Haynes, J.
Jawalla Singh, I.P.C.
614

List of Registered Covers for Merchant Ships.
S.S. Assor G. Nazimovich.
" Atlas M. Richardson.
" Belton King Abernethy.
" China Mr. Cooper.
" Ducalson M. J. Garbut.
" Elite Norsack J. J. McCarthy.
" Emma Luyken Capt. Wallis.
" Hailan A. Anderson.
" Idomeneus T. Connolly.
U.S.S. Iris Ray. Shear.
S.S. Manuel Laguna E. Nielson.
" Monmouthshire Capt. J. Kennedy.
" Monmouthshire W. Cropley.
" President R. B. Munro.
" Radley John Mann.
" Ranzel G. F. Farnes.
U.S.S. Relief Chas. McFeely.
" Relief H. McNeil.
" Relief P. Schneider.
S.S. Saint Jerome Capt. A. Jones.
" Shantung A. Lloed.
" Ula R. O. Lloed.
" Urdana Capt. Wilson.

List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.
Birdlime. Steel.
Butler Duncan Pigtail. Stranzan.
Chinghai. Sunanyuen.
Chinghai. Teiching.
Daigang. Thangtai.
Duncan Chieney. Thi.
Warwell Writer. Toksham.
Fremourie. Torpedo Depot.
Gee (Major). Turgens.
Honjoo. Tyehongsoon.
Kamcheong. Wyanabe.
Kongyuchong. Yeeon.
Kongyuchong. Yeeon.
Kwongsingloong. Yuenmow.
Lahpoyet. 0208 (Swee Kee Chan).
Lapraik. 0651, 4637 (Nam Hing).
Lichenshang. 5233, 3266, 3964, 2875.
Mathew, Joseph. 1331, 2250 (Wingon).
Messagerie. Tai, West Point.
Powice. 5940 (Kwong Y4 Yan).
Quantonlong. 0651, 3031 (Nam Wan).
Quantonlong. 0208, (Swee Kee Chan).
Sham. 5502, 7127 (Manloong).
Siongshoochan. 2688, 5288 (Wing Kee).
Steamer Wineland.

For Sale.
NOW READY.
THE
SPECIAL DESCRIPTIVE
AND
STATISTICAL EDITION
OF THE
"HONGKONG TELEGRAPH."
TEN PAGES.
PRICE 60 CENTS.
Those desirous of obtaining copies should order early, as only a limited number has been struck off and a second Edition cannot be printed. Edition will be mailed to any address on receipt of 60 cents to cover cost and postage.
Hongkong, 2nd May, 1901.

NOTICE.
NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel leaving her stay in Hongkong Harbour:—
SEA WITCH, American ship, Howes—Master, ADOLPH BERG, American ship, Amesbury—Standard Oil Co.
AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.
FROM TRIESTE, FIUME, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.
THE Steamship
"INDIA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
From Venice, ex S.S. *Massimiliano* transhipped at Trieste.
From Legante, ex S.S. *Poissidon* and *Imperator* transhipped at Port Said.
Optional Cargo will be discharged here unless notice to the contrary be given immediately.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 28th instant, or they will not be recognized.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th instant will be subject to rent.
Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.
Hongkong, 21st May, 1901. [524]

Consignees.
AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.
THE Steamship
"MELPOMENE,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
Optional Cargo will be discharged here unless notice to the contrary be given immediately.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 24th instant, or they will not be recognized.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th instant will be subject to rent.
Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.
Hongkong, 18th May, 1901. [514c]

Consignees.
AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.
THE Steamship
"PEKIN,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
Optional Cargo will be discharged here unless notice to the contrary be given immediately.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 28th instant, or they will not be recognized.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th instant will be subject to rent.
Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.
Hongkong, 21st May, 1901. [548c]

Consignees.
AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.
FROM YOKOHAMA AND KOBE.
THE Steamship
"GISELA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
Optional Cargo will be discharged here unless notice to the contrary be given immediately.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 24th instant, or they will not be recognized.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th instant will be subject to rent.
Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.
Hongkong, 17th May, 1901. [422c]

Consignees.
AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.
THE Steamship
"MELPOMENE,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
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Hongkong, 18th May, 1901. [514c]

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Hongkong, 21st May, 1901. [548c]

Consignees.
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Hongkong, 21st May, 1901. [548c]

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Hongkong, 21st May, 1901. [548c]

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Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.
Hongkong, 21st May, 1901. [548c]

Intimations.
BANQUE DE L'INDO-CHINE.
WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO-CHINE and which said Notes are expressed on the face thereof to be PAYABLE at the BRANCH OFFICE of the said BANQUE in SAIGON, the Numbers of which said Notes are as follows:—
Series V 49, 1 to 1,000, of \$1 (One Dollar) each.
Series Z 49, 1 to 1,000 of \$1 (One Dollar) each.
The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the BANQUE DE L'INDO-CHINE accept no liability for the same.
By Order of the Chief Manager in Saigon, For the BANQUE DE L'INDO-CHINE, L. BERINDOUQUE, Acting Manager.
Hongkong, 26th February, 1901. [261c]

Intimations.
CANTON LAND CO. LIMITED.
NOTICE is hereby given that the following:—
Numbered. To the Name of
6 10 51-60 ANTHONY BADINGTON, Esq.
7 10 61-70 " "
8 10 71-80 " "
9 10 81-90 " "
14 10 101-110 CREESE, EWENS, Esq.
15 10 111-120 " "
16 10 121-130 FUNG SHU SAN, Esq.
17 10 131-140 " "
18 10 141-150 " "
19 10 151-160 " "
20 10 161-170 " "
21 10 171-180 " "
22 10 181-190 " "
23 10 191-200 " "
24 10 201-210 " "
25 10 211-220 " "
26 10 221-230 " "
27 10 231-240 " "
28 10 241-250 " "
29 10 251-260 " "
30 10 261-270 " "
31 10 271-280 " "
32 10 281-290 " "
33 10 291-300 " "
34 10 301-310 " "
35 10 311-320 " "
36 10 321-330 " "
37 10 331-340 " "
38 10 341-350 " "
39 10 351-360 " "
with transfer deeds attached having been LOST New Certificates for the same will be issued One Month from the date hereof and the Original Certificates will be considered by the Company as Null and Void, and all persons are hereby warned against accepting or negotiating same.
SHEWAN, TOMES & Co., General Managers.
Hongkong, 7th May, 1901. [501c]

Intimations.
CANTON LAND CO. LIMITED.
NOTICE is hereby given that the following:—
Numbered. To the Name of
6 10 51-60 ANTHONY BADINGTON, Esq.
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22 10 181

The Share Market.

LATEST QUOTATIONS.

(May 23rd)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	377 1/2 premium
The Bank of China & Japan, Limited	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	\$27 buyers
Do. Foreign	£ 8	\$15 sellers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$340 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$60
North China Ins. Co., Ltd.	£ 25	Tib. 180 buyers
Yangtze Ins. Assoc. Ltd.	\$ 60	\$125
Canton Ins. Office, Ltd.	\$ 50	\$180 sellers
Strait Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$360 sellers
China Fire Ins. Co., Ltd.	\$ 20	\$87 1/2 sellers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$34 sellers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$137 sellers
China & Manila S.S. Co., Ltd.	\$ 40	\$63 sellers
Douglas Steamship Co., Ltd.	\$ 50	\$54 sellers
China Mutual S. N. Co., Ltd. (Prof.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 5	£7 buyers
Star Ferry Co., Ltd.	\$ 21	\$24 sellers
"Shell" Transport & Trading Co., Ltd.	£ 1	£3 sellers
Refrigeration.		
China Sugar Refining Co., Ltd.	\$100	\$134 buyers
Luxon Sugar Refining Co., Ltd.	\$100	\$38 sellers
Mining.		
Punjab Mining Co., Ltd.	\$ 8	\$7 1/2 sellers
Punjab Mining Preference Shares	\$ 1	\$1.40
Société Française des Charbonnages du Tonkin	100,000	\$310 buyers
Queen Mines, Ltd.	25 cts.	7 cts sellers
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$25 sellers
Raub Allain Gold Mining Co., Ltd.	175, 100	\$21 buyers
Oliver Freehold Mines, Ltd.	\$ 5	\$12 sellers
Oliver Freehold Mines, Ltd.	\$ 5	\$12 sellers
Docks, Wharves and Godowns.	\$ 50	\$317 sellers
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$105 sales
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$54 buyers
New Amoy Dock Co., Ltd.	\$ 6 1/2	\$22 buyers
Land, Hotels and Buildings.		
China Provident & Mortgage Co., Ltd.	10	\$9 sales & buyers
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$197 sales
Kowloon Land and Building Co., Ltd.	\$ 30	\$30 sellers
West Point Building Co., Ltd.	\$ 50	\$26 buyers
Wing Hotel Co., Ltd.	\$ 50	\$130 sellers
Oriental Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$14 sellers
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$8 buyers
Ewo Cotton Spinning & W. Co., Ltd.	Tis. 100	Tis. 50 buyers
International Cotton Mill Co., Ltd.	Tis. 100	Tis. 45
Laou-kung-mow Cotton Spinning Co., Ltd.	Tis. 100	Tis. 55
Soy Chee Cotton Spinning Co., Ltd.	Tis. 500	Tis. 325
Other Companies.		
Alhambra, Limited	\$500	200 p. p.
La Commercial, Ltd.	\$500	100 p. p.
Hensiana Limited	\$500	100 p. p.
La Favorita	\$500	50 p. p. sellers
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$104 sellers
China-Borneo Co., Ltd.	\$ 15	\$38 sales
A. S. Watson & Co., Limited	\$ 10	\$164 div. div.
Hongkong Electric Co., Limited	\$ 10	\$124 sales
Hongkong Electric Co., Limited	\$ 5	\$64 buyers
Hongkong and China Gas Co., Ltd.	£ 10	\$135 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$177 buyers
Geo. Fenwick & Co., Ltd.	\$ 25	\$55 sellers
H'kong Ice Co., Ltd.	\$ 25	\$175 buyers
H'kong High-Level Tramways Co., Ltd.	\$100	\$225 buyers
Dairy Farm Co., Ltd.	\$ 6	\$7 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 sales
Campbell, Moore and Co., Ltd.	\$ 10	\$20
Bell's Asbestos East-ern Agency, Ltd.	£ 1	\$1.10
United Asbestos Oriental Agency, Ltd.	\$ 4	\$14 buyers
Tobacco Planting Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$7
China Light & Power Co., Ltd.	\$ 20	\$20
Robinson Piano Co., Ltd.	\$ 50	\$50

VISITORS AT THE HONGKONG HOTEL.

Almond, Mr. R. W.	Lange, Mr. P. A. De
Anders, Mr. R. J.	Langston, Mr. M. M.
Andrew, Mr. S. A.	Liblin, Mr.
Angus, Mr.	Lindsay, Mr. and Mrs.
Arnold, Mr. H.	Littledale, R. E., Major
Atkinson, Mrs. & Miss	R. P.
Auld, Mr. J. S.	Long, Mr. & Mrs. D. M.
Bailey, Mr. W. S.	Luc, Mr. C.
Bell, Mr. and Mrs. O.	Lyons, Mr. R.
M. D.	Macdonald, Mr. D.
Benjamin, Mr. D.	Macdonald, Mr. D.
Beringer, Mr. F. J. G.	Manice, Mr. and Mrs.
Black, Mr. J.	Marlow, Mr.
Bogdon, Mr. P.	Matlock, Mr. S. C.
Brandreth, R. N., Lt. & Mrs.	McLellan, Mrs. and infant
Brooks, Major & Mrs.	Messner, Mr. F.
J. C.	Miller, Mr. J. C.
Bruce, Mr. and Mrs.	Mudge, Mr. Geo.
Burnie, Mr. C. M. G.	Orr, Mr. R.
Bustow, Mr.	Orr, Capt. S. G.
Cameron, Mr. D. H.	Parfitt, Mr. J.
Clark, Dr. & Mrs. F.	Parr, Mr. D.
Cole, Mr. G. E.	Pascal, Mr. C.
Davis, Mrs. W. & child	Percy, Mr. and Mrs.
Denroche, Mr. P. C.	H. L.
Discombe, Mr. G. M.	Potter, Mrs. A.
Dorahill, R. A., Major	Potter, Mrs. A.
Duff, Mr. W. S.	Reid, Mr. C. C.
Duncan, Mr. M. D.	Reid, Mr. A. H.
Duncan, Capt. P. S.	Rice, Mr. and Mrs.
Ferris, Mr. J.	Rice, Mr. W. M.
Fiebyer, Mr. G. T.	Robertson, Mr.
Gibson, Mr. Kennedy	Robinson, Mr. V.
Glover, Mr. C.	Schoum, Mr. C.
Gordon, Lady & maid	Sickle, Mr. R. van
Gordon, Miss	Smithers, Mr. R. G.
Grant, Mr. John	Stevens, Mr. G.
Griffith, Mr. W.	Stevens, Mr. H. Goyne
Harold, Mr. W.	Stewart, Mr. E. H.
Hauser, Miss	Sweet, Mr. W. M.
Hauser, Master	Taylor, Mr. D. G.
Hochappel, Mr. E. C.	Thomas, Mr. Harry
Howard, Mr. Thos.	Waite, Mr. H. M.
Huke, Mr. and Mrs.	Wakeman, Mr. G. H.
A. N.	Walsh, Mr. W.
Humphreys, Mr. R. E.	Walsh, Mr. and Mrs.
Inglfield, Capt.	Frank W.
Innes, Capt.	Whaley, Mr. W. J. G.
Irvine, Mr. E. N.	White, Mr. E. E.
Jackson, Mrs. J. B. and child	Whyte, Mr. G.
Joseph, Mr. & Mrs. E. S.	Wild, Lieut. and Mrs.
Katsch, Mr. E. A.	Bagnall
Kiene, Mr. and Mrs. F.	Williamson, Mr. and
Kiene, Mr. A.	Mrs. A. A. and child
King, Maj. H. S., R.E.	Woolton, Mr. J. J.
Kirkwood, Mr. J.	Wright, Mr. J. L.
Knapp, Mr. T. H.	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James	Mackie, Mr. C. Gordon
Benjamin, Mr. S. S.	Major, U.S.N., Mr. L.
Bonnam, Mr. J. W. C.	J. M.
Brayne, Mr. H. F. R.	Martin, Mr. R.
Brown, Colonel F.	Miller, Mr. and Mrs.
Brusse, Mr. G.	Newall, Mr. Stuart G.
Cameron, Mr. Allan	O'Gorman, Col. The
Carrington, Sir John	O'Gorman, Madam
C.M.G.	Oppenheim, Mr. J.
Carrington, Miss	Pitt, Mr. John, R.N.
Collard, Col. A. W.	Robinson, Mr. E.
Crookenden, Col.	Ryan, Capt. R.A.M.C.
Dann, Mr. C. H.	Pyne, Mrs.
Dillon, Mr. F.	Quinn, Mr. M.
Ezekiel, Mr. L. S.	Rickett, I.M.S., Major
Ezekiel, Mr. R. M.	and Mrs. child and
Forbes, Mr. Andrew	maid
Fraser, Mr. and Mrs.	Rouse, Mr. A. B.
H. W.	Rublee, Mr. W. A. (U.
Graham, Mr. D. M.	S. Consul of America)
Harston, Dr. and Mrs.	Rublee, Mrs. W. A.,
G. M.	child and maid
Gumpert, Mr. and Mrs.	Shellm, Mr. Edward
Hays, Mr. J.	Sinclair, Mr. A.
Hughes, Col. G. A.	Stead, Mr. G. G.
Irvine, Mr. E. H.	Tomlin, Mr. G. L.
Lang, Dr. K.	Wheeler, Mr. H. B.
Lee, Mr. J. E.	Wheeler, Lt.-Col. J. L.

ORANGE BURN.

Anderson, Mr. Jas.	Crakenhorp, Mr. C. S.
Boyle, Mr. and Mrs. E.	Lionel
Brown, Mr. and Mrs.	Low, Mr. A. R.
H. Matheson	Pye, Mr. E. Burns
Canton, Staff-Surg. H.	Suter, Mr. Hugo
Canton, Mrs.	Volpicelli, Consul
Crouch, Mr. J. W.	

KOWLOON HOTEL.

Cleishby, Mr. W. H.	Mercer, Mr. and Mrs.
Davies, Mr. W.	and family
Denn, Mr. F.	Nobbs, Prof. A. P.
Downs, Mrs. Lottie	Spittles, Mr. J.
Earby, Mr. E. A.	Williams, Mr. G. F.
Leary, Lieut. C.	Wisheit, Mr. & Mrs. H.

EXCHANGE.

Hongkong, 23rd May.	
ON LONDON, Telegraphic Transfer	11/11
" Bank Bills, on demand	11/11 9/10
" Credits, 4 months' sight	12/0
" " 6 months' sight	12/0 1/2
ON BERLIN (demand)	M. 200
ON PARIS, Bank Bills, on demand	2/47
" Credits, 4 months' sight	2/51 1/2
ON NEW YORK, Bank Bills, on demand	47 1/2
" Credits, 30 days' sight	48 1/2
ON HAMBURG, Telegraphic Transfer	147 1/2
ON SHANGHAI, Private 30 days' sight	147 1/2
ON YOKOHAMA, T.T.	nom.
Sovereigns, Bank's Buying Rate	35 1/2 prem.
Gold Leaf 100 touch, per tael	52.00
Bar Silver	127 1/2
Dollars	nom.

OPIUM QUOTATIONS.

Hongkong, 23rd May.	
New Paton	\$923 1/2 per chest.
Nerv. Benares	924
Old Benares	965 per picul.
Persian, paper tied	810

VESSELS IN PORT.

Steamers.	
ANPING MARU, Japanese steamer, 1,053, Atsumi, 18th May—Fochow via Amoy and Swatow 17th May, General—Mitsui Bussan Kaisha.	
ARISTEA, Austrian steamer, 2,208, G. M. Scopinich, 21st May—Moji 14th May, Coal—Mitsui Bussan Kaisha.	
ATHENIAN, British steamer, 2,444, H. Mowat, 8th April—Vancouver via Genoa, Kobe and Moji 7th March, Timber and Flour—C. P. R. Co.	
BENGLOE, British steamer, 1,939, James Potter, 19th May—London 21st April, and Singapore 13th May, General—Order.	
BURNSIDE, American steamer, 1,400, A. H. Laffin, 14th April—Manila 11th April, Cable—Government.	
CHARLES ROGER, Belgian steamer, 1,291, Ch. Herfurth, 21st May—Bangkok 12th May, Rice—Doddwell & Co., Ltd.	

CHINA, American steamer, 3,187, W. B. Seabury, 10th May—San Francisco 17th April, and Shanghai 14th May, Mails and Passengers—M. S. Co.	
DEUTEROS, German steamer, 1,001, F. Frahm, 20th May—Bangkok 13th May, Rice—Siemssen & Co.	
ELITA NOSSACK, German steamer, 1,161, H. Bruhn, 18th May—Chinkiang 13th May, General—E. A. T. Co.	
ELSA, German steamer, 1,702, Schoenwadt, 13th May—Canton 13th May, Coal—Jebbsen & Co.	
ESMERALDA, British str., 956, G. T. Blackland, 21st May—Manila 17th May, Hemp—Shewan, Tomes & Co.	
FRANCAIS ARAGO, French Telegraph steamer, 1,805, Mascart, 17th May—Amoy 11th May, Ballast—Arnold, Karberg & Co.	
GERMANIA, German steamer, 1,713, A. Bendixen, 18th May—Hongkong 13th May, Coal—Jebbsen & Co.	
HANGHONG, British steamer, 999, J. Pearce, 21st May—Shanghai 18th Mar., General—Butterfield & Swire.	
HIROSHIMA MARU, Japanese steamer, 2,035, T. Murai, 22nd May—Yokohama 11th May, General—Nippon Yusen Kaisha.	
HOIHO, French steamer, 524, Merlees, 18th May—Fakhoi and Mouhow 17th May, General—A. E. Mary.	
KASUGA MARU, Japanese steamer, 3,568, H. Fraser, 21st May—Japan 14th May, General—Nippon Yusen Kaisha.	
KUTSANG, British steamer, 1,495, T. W. Selby, 19th May—Samarang (Java) 11th May, Sugar—Jardine, Matheson & Co.	
MEADE, American transport, 5,526, G. W. Wilson, 26th April—Manila 23rd April.	
PEKIN, British steamer, 2,522, Francis John, 21st May—London 5th Mar., and Singapore 15th May, General—P. & O. S. N. Co.	
PHRA CHULA CHOM KLAO, British steamer, 1,011, R. Unsworth, 18th May—Bangkok 12th May, Rice—Butterfield & Swire.	
POMPEY, American steamer, 785, J. H. Serier, 21st Mar.—Manila 18th Mar., Coal—U. S. Navy.	
PROGRESS, German steamer, 687, P. Brands, 17th May—Touren 14th May, Coals and General—Siemssen & Co.	
ROSETTA MARU, Japanese str., 2,602, N. Tate, 21st May—Australia and Manila 19th May, General—Nippon Yusen Kaisha.	
SHANTUNG, British steamer, 1,835, T. Quail, 18th May—Saigon 14th May, Rice and Rice-flour—Butterfield & Swire.	
SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April—Samarang and Saigon 29th March, Sugar—Yuen Fat Hong.	
TAI CHEONG, German steamer, 828, H. Ahrens, 13th May—Saigon 8th May, Rice and Flour—May & Co.	
TAKSANG, British steamer, 977, Baker, 22nd May—Bangkok 10th May, Rice and Meal—Jardine, Matheson & Co.	
TELENACHUS, British steamer, 1,349, J. Williamson, 20th May—Saigon 16th May, General—Nam Wo & Co.	
TITANIA, German steamer, 1,258, Krutzfeldt, 22nd May—Wilhelmshaven 1st April, and Singapore 15th May, General—Jebbsen & Co.	
ULYSES, British steamer, 2,281, J. Edmandson, 17th May—Moji 12th May, Coal and Nuts—Butterfield & Swire.	
VICTORIA, American steamer, 2,112, J. Panton, 13th May—Tacoma 13th April, General—Doddwell & Co., Ltd.	
YUENANG, British steamer, 1,167, P. H. Kelle, R.N.R., 19th May—Manila 16th May, General—Jardine, Matheson & Co.	

Sailing Vessels.

ADOLPH ORRIG, American ship, 1,464, Ambury, 19th Dec.—New York and June, and Chefoo 12th Dec., Oil—Standard Oil Co.	
DUNDEE, British ship, 1,998, Herning, 14th Oct.—New York 29th June, Kerosine Oil—Standard Oil Co.	
FULWOOD, British ship, 1,986, Thomas, 1st Dec.—Cardiff via Cape Town 26th Sept., Coal—Government.	
LARGO BAY, British ship, 1,178, F. Adams, 7th April—Nagasaki 1st April, Ballast—Sander, Wieler & Co.	
LOUISE J. KENNY, American schooner, 155, A. H. Olsen, 30th Mar.—Ponape and Caroline Island 11th Mar., Copra—Master.	
LUZON, American 4-masted schooner, 512, Aderson, 21st Mar.—Port Townsend 28th Dec., General—Holliday, Wise & Co.	
MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar.—from New York, Oil—Standard Oil Co.	
MERCURY, German schooner, 52, Warnes, 23rd Feb.—Yap 9th Feb., Ballast—Siemssen & Co.	
OBI, British schooner, 1,951, R. Pinkham, 9th April—Cardiff 23rd Feb., Patent Fuel—Government.	
SEA WITCH, American ship, 1,173, Howes, 21st Feb.—Manila 18th Feb., Ballast—Master.	
SUSSAN, British bark, 1,212, Guthrie, 17th May, Freemanite 26th Mar., Sandalwood—Master.	
VIMEIRA, British 4-masted bark, 2,333, D. S. Millan, 23rd Jan.—New York 3rd Sept., Case Oil—Order.	

HIS BRITANNIC MAJESTY'S WHIPS ON THE CHINA STATION.

Alacriti, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. G. G. F. M. Craddock, Shanghai.	
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Hongkong.	
Arcturion, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Starlin, Wosung.	
Argonaut, 1st-class cruiser, 11,000 tons, 15,500 i.h.p., 16 guns, Capt. G. H. Cherry, R., Shanghai.	
Atsuta, British 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.	
Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Fochow.	
Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,165 i.h.p., Captain G. J. S. Warrender, Nagasaki.	
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 12,111 i.h.p., Capt. Henderson, C.M.G., Wosung.	
Bonaventura, 2nd-class cruiser, 3,000 tons, 13 guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Fuku.	
Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Amoy.	
Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, 4,600 i.h.p., Commander Sir Houchier Wrey, Bart., Shanghai.	
Britannia, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Fochow.	
Cemurton, 1st-class battleship, 10,500 tons, 14 guns, 14,000 i.h.p., Capt. J. R. Jelliffe, R.N., Shanghai.	
Daphne, sloop, 1,120 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Hongkong.	
Diado, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tildard, Shanghai.	
Endymion, 1st-class cruiser, 7,350 tons, 14,000 i.h.p., 12 guns, Capt. G. A. Callaghan, C.B., Wei-hai-wai.	
Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.	

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.
Glory, 1st-class battleship, 14,850 tons, 16 guns, 13,500 i.h.p., Captain F. S. Ingfield, Hongkong.
Goliath, 1st-class battleship, 14,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.
Harb, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Handy.
Hermione, 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Hongkong.
Humbler, storeroom, 1,630 tons, 800 i.h.p., Com. H. J. Davison, Shanghai.
Iris, 2nd-class cruiser, 5,650 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Wei-hai-wai.
Janus, torpedo-boat destroyer, in reserve.
Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.
Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 lhp, Lieut.-Comdr. J. C. Watson, Hongkong.
Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.D., Woosung.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.
Otter, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai.
Pharos, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.
Pigmy, 1st class gunboat, 755 tons; 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, Spore.
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.
Plouer, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. G. V. de M. Cowper, Shanghai.
Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.
Robin river-gunboat, 2 guns, Lieut.-Comdr. G. Webster, West River.
Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, en route Singapore.
Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, West River.
Snspe, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtze.
Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., Hongkong.
Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beatty-Pownall, Hongkong.
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 16 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.
Waterwitch, surveying-ship, 620 tons, Lieut.-Comdr. Lyne, Manila.
Whiffing, twin screw, torpedo-boat destroyer, 600 tons, 6 guns, 6,000 i.h.p., Lt-Comdr. Mackenzie, D.S.O., Shanghai.
Wyvern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.
Woodcock, river-gunboat, 2 guns, 560 i.h.p., Lieut.-Comdr. Watson, Kukiang.
Woodlark, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.
 Torpedo-boats in Reserve Nos. 8 and 20, 35, 37 and 38, first-class; and 3 second-class boats.